Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (cancelled):

Claim 2 (cancelled):

Claim 3 (cancelled):

Claim 4 (cancelled):

Claim 5 (cancelled):

Claim 6 (cancelled):

Claim 7 (cancelled):

Claim 8 (cancelled):

Claim 9 (cancelled):

Claim 10 (cancelled):

Claim 11 (cancelled):

Claim 12 (currently amended): A road mat comprising:

(a) a mat body having a first coupling end and a second coupling end;

(b) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member such that said mat body, said male coupling member, and said female coupling member are horizontally in tandem; and

(c) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member such that said mat body, said male coupling member, and said female coupling member are horizontally in ~~tandem~~ tandem;

(d) wherein said male coupling members and said female coupling members have a substantially semi-circular shape.

Claim 13 (previously presented): The road mat of claim 12 wherein said male coupling members interact to connect with said female coupling members of a successive mat body.

Claim 14 (cancelled):

Claim 15 (previously presented): A road mat system comprising:

(a) at least one prior road mat and at least one successive road mat, each road mat comprising:

(i) a mat body having a first coupling end and a second coupling end;

(ii) a first locking mechanism provided at said first coupling end,

said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(iii) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(b) said second locking mechanism of said prior road mat interlocks with said first locking mechanism of said successive road mat;

(c) wherein said at least one prior road mat and said at least one successive road mat are substantially identical.

Claim 16 (previously presented): A road mat system comprising:

(a) at least one prior road mat and at least one successive road mat, each road mat comprising:

(i) a mat body having a first coupling end and a second coupling end;

(ii) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(iii) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(b) said second locking mechanism of said prior road mat interlocks

with said first locking mechanism of said successive road mat;

(c) wherein said first locking mechanism is a reciprocating mirror image of said second locking mechanism.

Claim 17 (previously presented): A road mat system comprising:

(a) at least one prior road mat and at least one successive road mat, each road mat comprising:

(i) a mat body having a first coupling end and a second coupling end;

(ii) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(iii) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(b) said second locking mechanism of said prior road mat interlocks with said first locking mechanism of said successive road mat;

(c) wherein said male coupling members and said female coupling members have a substantially semi-circular shape.

Claim 18 (previously presented): The road mat system of claim 15 wherein said male coupling members interact with said female coupling members to connect successive road mats.

Claim 19 (previously presented): The road mat system of claim 15 wherein:

(a) said male coupling member of said second locking mechanism of said prior road mat interacts with said female coupling member of said first locking mechanism of said successive road mat; and

(b) said female coupling member of said second locking mechanism of said prior road mat interacts with said male coupling member of said first locking mechanism of said successive road mat.

Claim 20 (previously presented): The road mat of claim 12 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 21 (previously presented): The road mat of claim 12 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 22 (previously presented): A road mat system comprising:

(a) at least one prior road mat and at least one successive road mat, each road mat comprising:

(i) a mat body having a first coupling end and a second coupling end;

(ii) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member; and

(iii) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said

mat body and said female coupling member; and

(b) said second locking mechanism of said prior road mat interlocks with said first locking mechanism of said successive road mat;

(c) wherein said road mat system provides for dynamic rotation of the coupling ends in the vertical plane to allow for inconsistencies in the terrain without loss of coupling capability or strength.

Claim 23 (previously presented): The road mat system of claim 15 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 24 (previously presented): The road mat system of claim 15 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 25 (cancelled):

Claim 26 (previously presented): The road mat of claim 28 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 27 (previously presented): The road mat of claim 28 wherein in relation to each coupling end, said male coupling members are positioned in tandem with said female coupling members at each coupling end.

Claim 28 (previously presented): A road mat comprising:

(a) a mat body having a first coupling end and a second coupling end;

(b) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member substantially parallel to said first coupling end and a female coupling member substantially parallel to said first coupling end, said mat body, said male coupling member, and said female coupling member positioned substantially horizontally in tandem; and

(c) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member substantially parallel to said first coupling end and a female coupling member substantially parallel to said first coupling end, said mat body, said male coupling member, and said female coupling member positioned substantially horizontally in tandem;

(d) wherein said male coupling members and said female coupling members have a substantially semi-circular shape.

Claim 29 (previously presented): A road mat comprising:

(a) a mat body having a first coupling end and a second coupling end;

(b) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member substantially parallel to said first coupling end and a female coupling member substantially parallel to said first coupling end, said mat body, said male coupling member, and said female coupling member positioned substantially horizontally in tandem; and

(c) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member substantially parallel to said first coupling end and a

female coupling member substantially parallel to said first coupling end, said mat body, said male coupling member, and said female coupling member positioned substantially horizontally in tandem;

(d) wherein said male coupling members and said female coupling members provide for dynamic rotation of the coupling ends in the vertical plane to allow for inconsistencies in the terrain without loss of coupling capability or strength.

Claim 30 (currently amended): A road mat comprising:

(a) a mat body having a first coupling end and a second coupling end;

(b) a first locking mechanism provided at said first coupling end, said first locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member such that said mat body, said male coupling member, and said female coupling member are horizontally in tandem; and

(c) a second locking mechanism provided at said second coupling end said second locking mechanism comprising a male coupling member and a female coupling member, said male coupling member positioned substantially between said mat body and said female coupling member such that said mat body, said male coupling member, and said female coupling member are horizontally in ~~tandem~~ tandem;

(d) wherein said male coupling members and said female coupling members are C-shaped channel members.

Claim 31 (previously presented): The road mat of claim 30 wherein said male coupling members interact to connect with said female coupling members of a successive mat body.

Claim 32 (previously presented): The road mat of claim 30 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 33 (previously presented): The road mat of claim 30 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 34 (previously presented): The road mat system of claim 16 wherein said male coupling members interact with said female coupling members to connect successive road mats.

Claim 35 (currently amended): The road mat system of claim 16 wherein:

(a) said male coupling member of said second locking mechanism of said prior road mat interacts with said female coupling member of said first locking mechanism of said successive road mat; and

(b) said female coupling member of said second locking mechanism of said prior road mat interacts with said male coupling member of said first locking mechanism of said successive road mat.

Claim 36 (previously presented): The road mat system of claim 16 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 37 (previously presented): The road mat system of claim 16 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 38 (previously presented): The road mat system of claim 17 wherein said male coupling members interact with said female coupling members to connect successive road mats.

Claim 39 (previously presented): The road mat system of claim 17 wherein:

(a) said male coupling member of said second locking mechanism of said prior road mat interacts with said female coupling member of said first locking mechanism of said successive road mat; and

(b) said female coupling member of said second locking mechanism of said prior road mat interacts with said male coupling member of said first locking mechanism of said successive road mat.

Claim 40 (previously presented): The road mat system of claim 17 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 41 (previously presented): The road mat system of claim 17 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 42 (previously presented): The road mat system of claim 22 wherein said male coupling members interact with said female coupling members to connect successive road mats.

Claim 43 (previously presented): The road mat system of claim 22 wherein:

(a) said male coupling member of said second locking mechanism of said prior road mat interacts with said female coupling member of said first locking mechanism of said successive road mat; and

(b) said female coupling member of said second locking mechanism of said prior road mat interacts with said male coupling member of said first locking mechanism of said successive road mat.

Claim 44 (previously presented): The road mat system of claim 22 wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 45 (previously presented): The road mat system of claim 22 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 46 (previously presented): The road mat of claim 29 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 47 (previously presented): The road mat of claim 29 wherein in relation to each coupling end, said male coupling members are positioned in tandem with said female coupling members at each coupling end.